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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

1. From 1949 until July 1952 two glider-training schools in Hurka (N 48-45, E 14-05) and in Vrchlabi (N 50-38, E 15-36) offered glider training under professional instructors. All glider clubs in Czechoslovakia received training programs from these schools. Each glider club was asked to submit names of best qualified candidates to the glider-club headquarters in Prague. Before a candidate was admitted to the school, the StB conducted investigations, checking the candidate's background and political reliability at his place of work, at the local district, and at the Czechoslovak Youth League. After the candidate's eligibility was established, his background and political-investigation results, together with his application papers, were sent to the glider-club headquarters in Prague. If the headquarters in Prague approved, the particular glider club of which the prospective candidate was a member received an order from the headquarters to send the candidate to one of the glider-training schools for one month of training. In case the candidate attended a school or was employed, the particular institution received orders to release the candidate for a specified period. Expenses, such as transportation to and from the school, room, board, and the training costs, were paid by the headquarters in Prague.

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Training in Two-Place Gliders

2. Glider training lasted one month and each class had 50 students. These 50 students were divided into five groups. At the head of each group was one instructor and two assistants. Training began with 20 hours of theoretical instruction on the structure of various gliders and flight training. No examination was given upon completion of the theoretical course. Immediately after the theoretical course, students began practicing glider training in two-place gliders "Kmotr" and "Granich". They had to make 60 or 70 flights, depending upon the ability of the student. This included take-offs, level flights at one air speed, turns with moderate bank, and later, 360-degree spirals with a 45-degree bank. During this training the student always sat next to an instructor. Take-off was made either with the help of a winch (navijak) or with power planes, such as C-125, Fairchild, or Stieglitz. This training lasted 20 days. In addition, every evening from 1800 to 2200 hours, students had to attend lectures on navigation, meteorology, flight theory, and aerodynamics. Each instructor kept a record of his students and decided whether or not to submit their names for further training on single-place gliders. No diploma was given upon completion of training in two-place gliders.

Training in Single-Place Gliders

3. When a student satisfactorily completed his training in a two-place glider and his instructor recommended him for further training, he began to practice flying single-place gliders, such as the Gruno Baby (English origin) which was also referred to as GB-2B or GB-2C, and the Krajanek (Czech imitation of the Gruno Baby). First, he had to practice take-offs with the help of a power plane and later with the use of a winch. When the student performed four satisfactory take-offs with open canopy, he practiced take-offs with closed canopy. These take-offs were done only under perfect weather conditions. Further practicing of take-offs was done with the help of a winch. The student had to make five to 10 take-offs when the cable from the winch was hooked to the nose of the glider; this was called "Predni zaves". The second phase included take-offs with the winch cable fastened at the center of gravity of the glider, called "Spodni zaves". Ten such take-offs had to be made satisfactorily. Then followed an examination before a regional board (Krajska komise) which consisted of five regional glider members and one representative from the Prague headquarters. The examination was both theoretical and practical.
4. Theoretical questions on navigation, meteorology, flight theory, and aerodynamics were written on pieces of paper. Students pulled out one question on each subject and were given 30 minutes to answer each question. In case the student failed any of the theoretical questions, he was not allowed to take the practical examination. Source remarked that at least 50% of the students failed the examination when they took it for the first time. In case of failure, students were allowed to repeat the examination with the next class.
5. The practical examination was taken either in the Gruno Baby or the Krajanek, both single-place gliders. It consisted of:
  - a. Take-off with either the help of a winch or a power plane, depending on the student's choice.
  - b. One 360-degree right turn with a 45-degree bank.
  - c. One 360-degree left turn with a 45-degree bank.
  - d. Fly a figure "8".
  - e. Spot landings.

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6. Upon passing the theoretical and practical examinations, candidates received a "C" diploma, which was an international glider-piloting license valid for one year in any country that was a member of the international FAI glider association (meaning of the abbreviation was not known to source). The license had to be renewed every year.
7. Upon completion of the course in any of the schools, students returned to their glider clubs. With a "C" license, a pilot had already accumulated five hours' flying time. In order to fly the Sohaj (LG 25 and LG-125), Olympia (German origin), or the Vaska (German origin) gliders, a pilot had to have a minimum of 30 hours' flying time with Gruno Baby or Krajanek gliders, which he did under an instructor's supervision. In order to make solo flights in two-place gliders, pilots had to have 40 hours' flying time. With a total of 70 hours' flying time, pilots could apply for a 14-day acrobatics course in Vrchlabi flying a Lunak acrobatics-type glider (Czech origin).   how many hours were required before one could fly a Lunak glider. Upon finishing this 14-day course, pilots returned to their glider clubs and were permitted to make solo flights in Sohaj gliders after receiving permission from the instructor.

#### Instructor Qualifications

8. In order to become an instructor, a glider pilot was required to possess a "C" license, 70 hours of flying time, completion of the 14-day acrobatics course, a teaching certificate, and experience in flying on instruments. The speeds of the gliders used were as follows: Sohaj, maximum speed 160 km., landing-approach speed 60 to 65 km.; Krajanek, maximum speed 120 km., landing-approach speed 50 to 55 km.; Pionyr, maximum speed 100 km., landing-approach speed 60 km.; Lunak, maximum speed 400 km., landing-approach speed 65 to 70 km.; Gruno Baby, maximum speed 120 km., landing-approach speed 50 to 55 km.

#### Glider Club Training

9. In December 1951, when the glider clubs received a new name, i.e., DOSLET (Dobrovolny svaz lideveho letectvi - Voluntary League of People's Aviation), glider-training schools in Hurka and Vrchlabi were abolished. Gliders from these schools were distributed to various glider clubs where glider training took place. Procedure in glider training was the same as in the schools except that all theoretical instruction was given before any practical training began and lasted much longer than in the schools. Glider clubs selected their own students and gave them free training without approval by the Prague headquarters. Instructors did not receive any salary for teaching. Yearly club dues were about 200 Crowas.

#### Para-Military Training

10. In July 1952 DOSLET was renamed SVAZARM (Svaz pro spolupraci s armadou - Union for Cooperation with the Army). The glider training remained the same except for the addition of ground training with arms. Students and most of the pilots and instructors received basic training. Only about 10% of the advanced glider pilots at Prerov airfield were not subjected to the military phase of glider training. Source added that the civilians disliked being subjected to military rules. Source had no further information.

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